

Target Date: Resubmittal to City – September 10, 2019

Item	Response
Zoning Ordinance and Scottsdale Revise Code Significant Issues	
General Plan	
<p>1. The General Plan Land Use Element (Goal 3, bullet 1; Goal 7, bullet 2) intends to ensure that neighborhood edges transition to one another by considering appropriate land uses and development patterns. Furthermore, the Open Space Element (Goal 1, bullets 1, 10, 11, 14, 15, 17, 20, and 22) seeks to protect and improve the quality of Scottsdale's natural and urban environments as defined in the quality and quantity of its open spaces.</p> <p>To that end, the Community Mobility Element (Goal 7, bullet 1) states that scenic corridors should be sensitively integrated, and that the integrity of this setback is preserved. More specifically, Case 1-GP-2004 identified both Stagecoach Pass and Windmill Road as Desert Scenic Roadways within the 2001 General Plan. Desert Scenic Roadways are the one mile and half mile roads within the Environmentally Sensitive Lands Overlay that are not already designated as a Scenic Corridor or Buffered Roadway (Open Space & Recreation Element, Goal 1, bullet 20). The first submittal does not appear to provide a Desert Scenic Corridor setback along Stagecoach Pass and Windmill Road. With a resubmittal, please provide a Desert Scenic Roadway exhibit that provides for a minimum 50' open space setback along both Stagecoach Pass and Windmill Road.</p>	<p>Added 50' Desert Scenic Corridor open space setback on both Stagecoach Pass and Windmill Road. Site Plan and Project Narrative revised.</p>
<p>2. It is not clear as to whether the proposed development will be providing perimeter site walls. The response to Goal 4 of the Character and Design Element found of page 14 of the first submittal states that "there will be no perimeter development walls <i>outside</i> of the individual building envelopes" while page 26 states that "materials of walls, retaining walls and fences shall be similar and compatible with those of the adjacent single-familyhomes".</p> <p>Because the provided site plan identifies construction envelopes and perimeter walls are not permitted within the Desert Scenic Roadway setbacks, please revise the narrative to clearly identify if perimeter walls are to be provided with the proposed development. If there are to be</p>	<p>No perimeter walls are proposed.</p> <p>CD Goal 4 Bullet 9 and 10 have been added to the Project Narrative.</p> <p>Added 50' Desert Scenic Corridor open space setback on both Stagecoach Pass and Windmill Road. Site Plan and Project Narrative revised.</p>

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<p>such improvements:</p> <p>Please graphically depict walls associated with the proposed subdivision to be constructed outside of the Desert Scenic Roadway setback and please expand the response within the project narrative as to the consideration made in locating the wall and further, how the goal of preserving NAOS will be maintained. Please consider Goal 4 of the Character and Design Element, bullets 9 and 10.</p>	
<p>3. As a response to Goal 1 of the Community Involvement Element, with a resubmittal, please provide an updated Citizen Involvement Report that describes the key issues that have been identified through the public involvement process.</p>	<p>A revised Neighborhood Report is provided with the resubmittal.</p>
<p>Zoning</p>	
<p>4. On the NAOS plan, Drainage Easement/NAOS is shown as proposed NAOS and the amount of the area shown on this plan as 2.96 acres. No drainage structures, driveways or rip rap are permitted in NAOS. Please revise the NAOS plan to remove the driveways for Lots 5, 6 and 7 and any future drainage structures as NAOS and provide the revise square footage of these areas (Section 6.1060).</p>	<p>Removed driveways, drainage structures, rip rap, etc. from NAOS areas. Updated areas accordingly.</p>
<p>5. Please dimension all proposed NAOS areas to demonstrate compliance with the minimum widths of NAOS (Section 6.1060.F.1b). The minimum requirement is 30 feet and 20 feet where adjacent to right-of-way.</p>	<p>Added dimensions.</p>
<p>6. On the legend for the NAOS plan, Drainage Easement/NAOS area is separate from Undisturbed and Disturbed NAOS and in the NAOS calculations. Show on this plan what portions of this Drainage Easement/NAOS are disturbed and undisturbed NAOS. The maximum undisturbed NAOS is 70% and 30% for disturbed of the required NAOS. Please demonstrate compliance under Zoning Ordinance Section 6.1060.D.</p>	<p>Added disturbance area calculations and show graphically in the NAOS Plan.</p>
<p>7. Please provide the square footage of NAOS in tracts. On the NAOS plan, please clearly identify the tract NAOS from the on-lot NAOS. NAOS shown on the west side of Lots 8, 9, 10 and 11 should be tract NAOS to provide a NAOS perpetual buffer from the properties to the west (Zoning Ordinance Section 6.1060.A). The area of these lots is significantly above proposed amended lot area of 32,250 square feet.</p>	<p>Changed on-lot NAOS to tract NAOS for Lots 8, 9, 10 and 11.</p>
<p>8. Please be advised Zoning Ordinance Section 6.1071.A.4 requires a minimum setback of 15 feet for site walls from the side and rear property lines of each proposed lot. NAOS areas are not permitted to be enclosed by</p>	

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walls or fences (Section 6.1071.A.2).	
9. Please be advised setbacks for lots on the perimeter of the subdivision shall be equal to or greater than the zoning on the adjacent parcel (Section 6.1083.E.6). Please note on the site plan Lots 7, 8, 9, 10, 21, 22 and 23 are required to have a rear yard setback of 45 feet matching the Tecolote Montana rear yard setback.	Noted.
10. Please be advised the Scottsdale Revised Code 48-7, 47-10, and 49-219 requires off-site transportation, stormwater, and water resources improvements along property frontages to existing supporting infrastructure, with associated dedications, required. Please update the site plan accordingly.	Noted and updated Conceptual Site Plan accordingly.
Circulation	
11. Please be advised that construction of Windmill Road to full Local Collector cross section, Rural/ESL Character with Trail, DSPM Figure 5-3.15 is required. Widen the pavement section approaching Stagecoach Pass to include a separate northbound right-turn lane and left-turn lane (38 feet min. width). Include a pavement transition to the existing street cross section to the south (DSPM Sec. 5-3.100; Scottsdale Revised Code Sec. 47-21 and 47-22). Please show these requirements on the site plan.	Added half-street improvements to Windmill Road and note on the Conceptual Site Plan accordingly. Also included typical sections in the Preliminary Grading Plan (sheet 3).
12. Please be advised that construction of Stagecoach Pass to full Local Collector, Rural/ESL Character – 24 feet of pavement with include roll curb on the south side and a 6-foot wide sidewalk separated from the back of curb is required. Widen the pavement section approaching Windmill Road to include a separate westbound left-turn lane. Include a pavement transition to the existing street cross section to the east and west as necessary (DSPM Sec. 5-3.100; Scottsdale Revised Code Sec. 47-21 and 47-22). Please show these requirements on the site plan.	<p>Added half-street improvements to Stagecoach Pass and note on the Conceptual Site Plan accordingly. <u>Traffic engineer to determine the necessity of a westbound left-turn lane.</u> Also included typical sections in the Preliminary Grading Plan (sheet 3).</p> <p><u>Stagecoach WB Left-Turn Lane.</u> Design Team Recommends No Further Action.</p> <p><u>A.</u> A review of the crash history at the intersection of Stagecoach Pass and Windmill Road was conducted for the latest 8-year period, 2010 thru 2017, based on information from the ALISS database. Results indicate only 1 crash occurred, a NB left-turn and a WB thru vehicle in 2017. This collision would not have been corrected by a westbound left-turn lane. Additionally, this crash resulted in no injuries indicating the intersection is operating safely as currently designed.</p> <p><u>B.</u> The site is estimated to only generate 22 AM and 25 PM peak-hour vehicles (in plus out). Assuming half of these vehicles will utilize</p>

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	<p>subject intersection and distribute in a 50/50 manner on Stagecoach, PM peak-hour conditions estimate that only 5 vehicles will be added to the WB left-turn movement, fewer vehicles during all other time periods.</p> <p><u>C.</u> From review of the City's historical traffic volume data, the daily EB approach volume to the Stagecoach Pass/Pima Road intersection in 2014 was 722 vehicles (11,900 daily entering vehicles). In 2016 daily intersection approach volumes increased to 12,200 entering vehicles, a yearly increase of 1.25% per year. Assuming 2014 daily traffic volume on Stagecoach Pass is equal to 2 times the EB approach volume, a segment volume of 1,444 vpd is calculated for the roadway segment between Windmill Road and Pima Road. Continued growth at 1.25% per year calculates to 1,537 vpd in 2019. Assuming a K-factor of 15% and a D-factor of 60/40, estimated through traffic volume at the intersection of Stagecoach Pass and Windmill Road is equal to 140 / 90 peak-hour vehicles, rounded. Using ADOT TGP 245 – Turn Lane Warrants, the low volume/low speed conditions on Stagecoach Pass (140 veh./35 mph) would warrant a left-turn lane if 30 or more vehicles make the WB to SB movement. Using the ITE trip generation equation for the PM peak hour (higher inbound trips) and the 50/50 distributional assumptions, about 190 dwelling units would need access to Windmill Road to meet warrant. Aerial imagery indicates about 136 residential lots (159 with site) have reasonable access to Windmill between Stagecoach Pass and Black Mountain. With other quicker/shorter travel routes available (Black Mountain and Hawknest Roads), it is unlikely the 30 vehicle threshold will be met.</p> <p><u>D.</u> No other left-turn lanes along Stagecoach Pass exist at any other intersection to the east or west of Windmill Road.</p>

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<p>13. Internal streets to be local residential, Rural/ESL Character, DSPM Figure 5-3.19. A 5-foot wide sidewalk shall be constructed on at least one side of the street and a 6-foot wide shoulder shall be constructed on the other side of the street if no sidewalk is provided (DSPM Sec. 5-3.100; Scottsdale Revised Code Sec. 47-21 and 47-22; DSPM 5-3.110). Please show these requirements on the site plan.</p>	<p>Added a 5-foot wide sidewalk and 6-foot wide shoulder on the internal streets accordingly. See Conceptual Site Plan and typical sections in the Preliminary Grading Plan.</p>
<p>Drainage</p>	
<p>14. Please submit the revised Drainage Report to me with the rest of the resubmittal material identified in Attachment A addressing the following and the comments in red-lined Drainage Report:</p> <ul style="list-style-type: none"> • The content and analysis requirements for case drainage reports in support of general plan amendments and zoning applications are not the same as those for case drainage reports in support of development review or preliminary plat applications. The City requires significantly less information and analysis for the former applications due to the preliminary nature of these applications. In general, case drainage reports submitted in support of general plan amendments and zoning applications should include a 50% level of design and analysis to allow review and evaluation of the major drainage elements relating to a proposed project by City staff. In general, case drainage reports submitted in support of preliminary plat and development review applications should include a 90% level of design and analysis to allow an in-depth evaluation of the proposed project and the associated stormwater management system by City staff. If this project progresses to the development review or preliminary plat level, the case drainage report will need to be updated to meet these requirements. • Please amend preliminary grading and drainage plan to reflect 	<p>Noted. The drainage report submitted is 50% level of design and report redlines have been addressed. Amended Preliminary Grading & Drainage Plan to include proposed contours, elevation labels, limits of inundation, limits of lateral erosion setbacks and emergency surface overflow locations as requested.</p>

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50% design level construction documents which should at a minimum include the following: all proposed contours with adequate elevation labels, limits of inundation, proposed drainage easement boundaries, limits of lateral erosion setback's and measures of mitigation, identify emergency surface overflow locations and elevation for all hydraulic structures as needed and etc. (Reference: COS DS&PM: Section 4-1.804).	
Water and Wastewater	
15. Please submit the revised Water and Wastewater Design Report(s) to me with the rest of the resubmittal material identified in Attachment A.	Will comply
16. Please be advised there is a waterline payback agreement (11-CP-2017-18) associated with the undeveloped parcel (APN 216-34-009M). The payback amount needs to be paid in full to the City before the zoning case is approved.	Noted.
17. Property Rights: Proposed easement crossing parcels outside project boundary will require letter of easement dedication intent from affected parcel owners at zoning to consider site plan as a viable option. If letter of intent is not provided, please submit an option B site plan that does not require this easement, include this option in your preliminary BODs with appropriate analysis. If letter of intent is received with this zoning submittal, actual dedication will be required for preliminary plat approval (see related items #26 and 38).	Letter of easement dedication provided.
Archaeology	
18. Please revise the Class III Cultural Resource Survey for the 12-ZN-2019 Stagecoach Pass and Windmill Road as follows: In the Recommendations Section, please provide a specific recommendation for the appropriate type of certificate based on the findings in this report.	Updated Cultural Resource Survey provided with resubmittal
Significant Policy Related Issues	
Water and Wastewater	
19. Please include off-site water demands in calculations per DSPM Section 6-1.201.	Added off-site water demands to BOD accordingly (Section IV).

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20. Please include off-site sewer generations in the calculation per DSPM Section 7-1.201.	Added off-site sewer generation to BOD accordingly (Appendix B).
21. The Final Water Basis of Design Report requires the hydraulic analysis in per DSPM Sections 6-1.201 and 6-1.202. Please provide in the revised Report.	Noted. Added statement in Section IV of the BOD report.
22. Proposed sewer crosses a wash at E. Hawknest Road before connecting to N. 81 st Way sewer. It appears that a gravity discharge may not be possible based on the depths of the wash and existing manhole at N. 81 st Way. Requires on-site and off-site sewer capacity analysis per DSPM Sections 7-1.201 and 7-1.202 to confirm construction of the proposed sewer line is possible. Please revised BOD report to address this issue.	This sewer crossing was analyzed based on field survey data. The existing manhole in 85th Way is deep enough to allow gravity sewer connection. Added discussion at the end of Section IV and a preliminary profile of the crossing is shown in Figure 4 (Appendix A). Extra protection of the sewer line will be required to protect from scour.
23. Per DSPM Sections 6-1.201 and 7-1.400, the developer will be required to design, construct, and upgrade any on-site and off-site water and sewer infrastructures, at their expense, necessary to provide services to the site.	Noted.
24. Requires water sampling station per DSPM Section 6-1.418. Please include in the revised BOD Report.	Added note in revised BOD report.
25. Please be advised that Per DSPM 6-1.407, the developer shall install Pressure Reducing Values (PRVs) at their expense if pressure is in excess of 120 psi.	Added note in revised BOD report.
26. Requires documentation that a minimum of 20-ft of water/sewer easement can be secured from the undeveloped parcel(s) per DSPM Sections 6-1.400, 6-1.419 and 7-1.402.	Repeat comment. See response to comment #17.
<p>27. DSPM 6-1.419: Water lines located outside of a public right of way or street tract must be placed in a minimum 20' wide easements and:</p> <ul style="list-style-type: none"> a. Horizontally, a minimum of 6' is required between the water line and the edge of easement. b. The easement will be free of obstructions, shall not be in a fenced area, and shall be accessible always to city service equipment such as trucks and backhoes. c. Easements outside of paved areas shall have a 10' wide hardened patch with a cross-slope not greater than 10% and a longitudinal slope not greater than 20%. Hardened paths shall consist of native soil compacted to 95% to a depth of 1'. d. Revegetation within the easement shall consist of low growing shrubs. Update site plan accordingly. 	Easement will be dedicated and meet above criteria accordingly. Expanded discussion in Section IV.

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Circulation	
28. Please be advised that construction an 8-foot wide non-paved trail along the Windmill Road frontage of stabilized decomposed granite is required (DSPM Sec. 8-3.200, Trail Classifications, 8-3.203). Please show on site plan and revise NAOS plan if effected.	Added 8-wide non-paved trail and note to Conceptual Site Plan. Also added typical sections on the Preliminary Grading Plan (sheet 3).
29. Please be advised that dedication of a safety triangle at the site entrance intersection on Windmill Road and at the intersection of Windmill Road and Stagecoach Pass is required (DSPM 5-3.123; Fig. 5-3.27). Please note on site plan.	Added safety triangles to Conceptual Site Plan and note.
30. Gated entrances shall be designed in conformance with DSPM Fig. 2-1.2. DSPM Sec.2-1.302. Please demonstrate compliance on the site plan.	Added note on Conceptual Site Plan.
31. Cul-de-sacs shall be designed in conformance with DSPM Fig. 5-3.44. DSPM Sec. 5-3.800. Please demonstrate on the site plan.	Added cul-de-sac dimensions to Conceptual Site Plan.
Site Design	
32. Please provide cross sections of proposed pads for Lots 9, 10, 11, 17, 18, 19, 21, 22 and 23 and demonstrate the relationship of these lots to the existing homes to the west and north of the subject property (DSPM Section 2-2.405).	This Project is a proposed <u>custom</u> home subdivision. Pad elevations for the subject lots have not been determined. Each lot will require an individual-lot Grading & Drainage Plan at the time of development.
Technical Corrections	
Circulation	
33. Please provide a pedestrian connection from the cul-de-sac to Windmill Road (between lot 4 and proposed detention basin); stabilized decomposed granite and revise NAOS plan by removing this area as NAOS.	Added pedestrian connection to Windmill Road on the Conceptual Site Plan. NAOS Plan has been updated accordingly.
34. The TIMA study includes a speculative trip generation comparison to non-existing and non- prior approved land uses (maximum dwelling units under current zoning and a charter school). TIMAs submitted to the City of Scottsdale should not have trip generation comparisons other than what is required per DSPM 5-1.101 B3 – existing land uses and/or previously approved developments under	Will Comply. The Trip Generation table within the revised TIMA report will be modified to eliminate the charter school reference.

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current zoning, if applicable.	
35. Please indicate any required half-street improvements along property frontage of Stagecoach Pass Road and Windmill Road. Also include the trail (secondary) on the west side of Windmill Road.	Will Comply. Text will be added to the revised TIMA report.
36. On the TIMA study, there is a typo on page 4, 3 rd paragraph, 2 nd to last sentence "...Stagecoach Pass (35 mph posted speed limit) " TIMA states on page 1 and later on page 4 that the speed limit is 25 mph.	Will Evaluate. Speed values identified were in reference to Windmill Road and not Stagecoach Pass. Text will be modified in the revised TIMA report where applicable.
Other	
37. Please note on the Slope Analysis plan that the Landform is Upper Desert.	Added to Landform to Slope Analysis.
38. The site plan includes parcel 216-34-009M which has a proposed water/wastewater easement and infrastructure. NAOS dedication will be required with dedication of water/wastewater easement.	Acknowledged. To be reviewed with City Staff during preliminary plat and final plat stage.
39. Please be advised modification of a 50 CFS or greater wash requires a Wash Modification.	Noted.